

to the rank of Field-officer, had a servant, "a nate boy from sweet Tipperary." On going into action one fine morning, he ordered Pat to remain in the rear to look after his baggage. In the heat of the action a spent ball struck the Major, which stunned him; on recovering his senses, he found Pat in the middle of the square, and trying to stuff him into a sack. "Thunder and 'ounds! what are ye doing here, ye born rascal; didn't I tell ye to remain with the baggage?"—"Sure, and I thought ye'r honour was kilt, and I only wanted to give ye Christian burial."

R. M. College, Dec. 1828.

J. E. A.

HYDROGRAPHY.

NO. I.

THE WORKS OF THE LATE CAPTAIN T. HURD, R. N. HYDROGRAPHER TO THE ADMIRALTY.

HAVING, in our former number, taken a brief view of Modern Hydrography, in which we noticed principally the surveys at present in course of progress, we now proceed to consider more particularly the works of that nature which have been contributed by various individuals. In doing this, we hope to be considered as actuated exclusively by a desire of awarding to merit that tribute which is its due. The historian, or the biographer, records, in glowing language, the feats of valour achieved in the day of battle; and we would ask, why should not merit, in an equally useful shape, find its place in the annals of our country? Warlike operations, on an enemy's coast, require as much the aid of local knowledge, as those of the general in the field; perhaps more so; and the procuring of either is frequently attended with danger.

The expedition conducted by Captain Owen is one of the numerous instances of the justness of this remark, even from the effects of climate alone; and, considering the avocation of the surveyor in its simplest form, it is one which evinces a spirit of activity, and desire to be of service; one which supplies him with local knowledge of places that may become future theatres of war, and thereby stamps his services with additional value.

In pursuing our notices of maritime surveys, we have first selected those of the late Hydrographer to the Admiralty; which, like many more, from their disproportion, in point of magnitude to other works of the same nature, we did not stop to notice in the general view of them with which we first set out. Their limited number in the present instance, as will hereafter be shown, was the immediate consequence of the appointment they were the means of procuring for their author to the station of Hydrographer to the Admiralty. It is not our object to follow this officer throughout his services in the Navy, as this has been done by Mr. Marshall, in his *Naval Biography*, the contributions which he rendered in Hydrography being the object before us.

As early as 1771, we find him busily employed, assisting in the survey of the coasts of Nova Scotia and New Brunswick, under the direction of Des Barres; and his exertions were of much valuable service in the construction of the charts of that part of the American coast. It was here he first displayed the inclination for that branch of his profession which was destined to be the means of raising him to the conspicuous station in it which he afterwards held.

After visiting various parts of the world, where the course of his profession led him, having obtained his commission as lieutenant, he was appointed in 1785 Surveyor-general of Cape Breton; but we are attracted now by his principal work, the Survey of the Bermuda islands. To this service he was appointed

in 1789, and the highly creditable manner in which he completed his task, will ever reflect honour on his talents and perseverance. Fully aware of the importance of delineating minutely the features of a place which was likely to become the scene of a future naval depôt, he constructed his plan of these islands on a scale sufficiently large to answer every purpose their increasing interest might demand, and this labyrinth of rocks occupied the interval of nine years in surveying, during which time he received his promotion to the rank of Commander. On his return to England, at the expiration of the above period, he employed four years more in the completion of his drawings, from which some idea may be formed of the great attention to minutiae he had observed in his survey. The plan of these islands, published by the Admiralty from the above survey, bears no comparison to it in point of scale, and is merely sufficient to show the line at which danger commences in approaching them. Their navigation is so intricate, and the hidden dangers about them so numerous, that no one thinks of frequenting them without the assistance of a pilot.

The next work which we possess of Captain Hurd's is, his excellent survey of Falmouth harbour, and Helford river, with the adjacent coast; which bears the date of 1806. In the following year he was dispatched by the Admiralty in the capacity of their Hydrographer, to survey the bay of Brest, for the use of our squadron on that coast; a survey from which the present chart of that place is constructed. In performing this duty, he was much disappointed in not meeting with that assistance which he naturally looked for in a British squadron, and was left entirely to his own resources: a proof of the state of infancy in which the science of nautical surveying then was in the Navy, as we before observed. He was afterwards on the coast of Flanders, and here his operations in the active employment of surveying terminated.

The office of Hydrographer to the Admiralty having become vacant by the resignation of Mr. Dalrymple, in consequence of ill health, the services of Captain Hurd had proved him fully equal to the duties of that situation, and in 1807 he was appointed to it. These duties, in which the general safety of the British Navy is in a great measure involved, were rendered more arduous, and required more attention, on account of the very imperfect state in which our knowledge of Hydrography then was. He accordingly lost no time in promoting, to the utmost of his power, the ends of this science; not only in the laborious duty of collecting and compiling from all good materials within his reach, but in encouraging those officers who turned their attention to surveying, and employing the influence of his station in sending them out in expeditions of this nature to various parts of the world. Among the principal surveys which were instituted and carried on under his auspices, were those of the coasts of Newfoundland, the Bahama islands, the Mediterranean, the coasts of Australia, and the extensive one of the coasts of Africa, abroad; while those of the English Channel, and the entrances of the river Thames, were going on at home. No one could feel more than he did the importance of the office which was entrusted to his care, or the value of those services which were placed at his disposal. He fulfilled the duties of this last situation during a period of sixteen years, and, by his death, which occurred in the early part of 1823, after a series of fifty-five years devoted to the service of his country, the cause of Hydrography sustained the loss of a zealous friend and supporter: one who had employed all the serviceable part of his life in the advancement of a science which was at once honourable to himself, valuable to his profession and to the world at large. During a part of the time that Captain Hurd filled the situation of Hydrographer to the Admiralty, he also held that of Secretary to the Board of Longitude. Previous to his death he was succeeded in this by Dr. T. Young, who held it until the dissolution of that Board in the course of the past year.